

FIG. 1

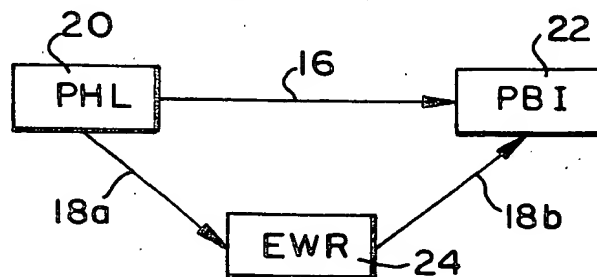


FIG. 2

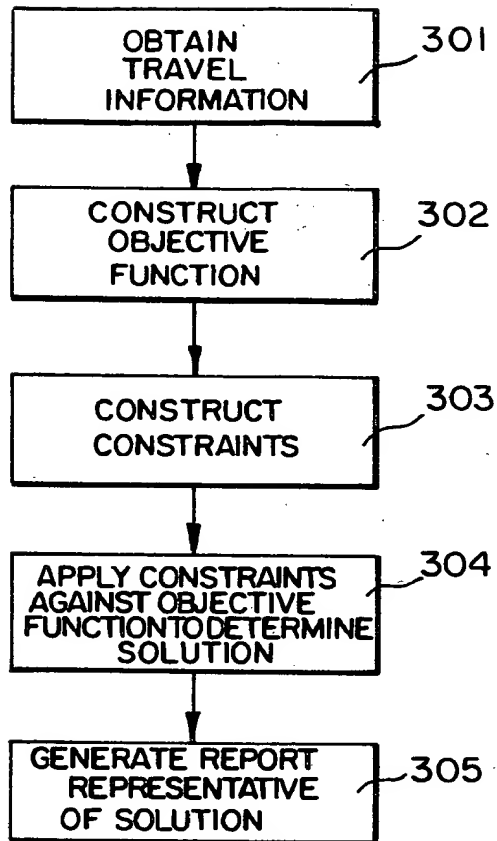


FIG. 3

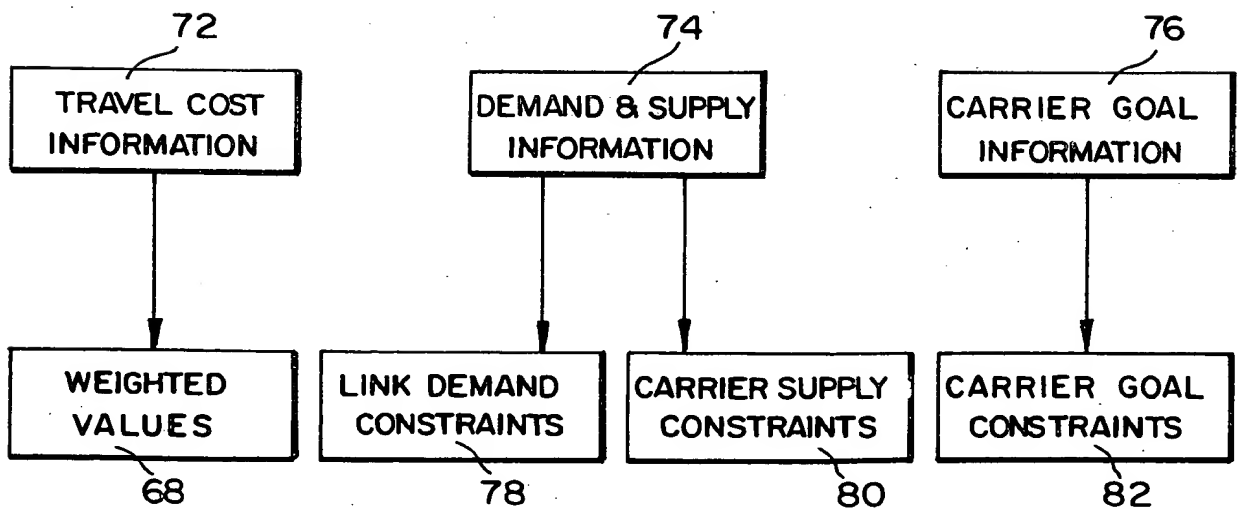


FIG. 4

PHL-SJU PHL-LHR PHL-BRU PHL-MEX PHL-EZE

on airline...	between city-pairs...	64	64	64	64	64	Airline Supply or Hurdle
UA	PHL-SJU	x1	x2	x3	x4		Hurdle \$100,000 wcap=9%
		\$1,496.00 cap=5%	\$1,760.00 cap=30%	\$550.00 cap=5%	\$3,008.00 cap=5%		
BA		x5	x6				Hurdle \$150,000 wcap=28%
		\$1,558.00 cap=85%	\$1,730.00 cap=55%				
AA	x7	x8	x9	x10	x11		Supply 190 wcap=57%
	\$355.00 cap=75%	\$1,474.00 cap=10%	\$1,804.00 cap=10%	\$567.00 cap=95%	\$3,076.00 cap=95%		
US	x12						Supply 17 wcap=5%
	\$326.00 cap=25%						
SN			x13				Supply 3 wcap=1%
			\$1,938.00 cap=5%				
Passenger Demand (segments)	98	83	61	48	44		334

FIG. 5

on airline...	between city-pairs...	Actual Airline Supply or Hurdle, & Ranges					
		PHL-SJU	PHL-LHR	PHL-BRU	PHL-MEX	PHL-EZE	Upper limit
UA	upper limit:		x1 = 0	x2 = 0	x3 = 0	x4 = 44	
	net cost:	68	infinity	infinity	infinity	\$3,047.00	Hurdle (revenue)
	lower limit:		\$1,496.00	\$1,760.00	\$550.00	\$3,008.00	\$100,000 \$150,392
	Mrkt Share:		\$1,445.00	\$1,605.00	\$538.00	- infinity	13%
BA	upper limit:		x5 = 21	x6 = 58			
	net cost:	92	infinity	\$1,885.00		88	Hurdle (revenue)
	lower limit:		\$1,558.00	\$1,730.00			\$112,404 \$150,000 \$150,904
	Mrkt Share:		\$1,445.00	- infinity			24%
AA	upper limit:	x7 = 80	x8 = 62	x9 = 0	x10 = 48	x11 = 0	
	net cost:	\$394.00	\$1,525.00	infinity	\$579.00	infinity	Supply (segments)
	lower limit:	\$355.00	\$1,474.00	\$1,804.00	\$567.00	\$3,077.00	111 190 191
	Mrkt Share:	\$343.00	- infinity	\$1,634.00	- infinity	\$3,038.00	90 57% 92
US	upper limit:	x12 = 18					
	net cost:	\$339.00	92				Supply (segments)
	lower limit:	\$327.00					-infinity 18 18 92
	Mrkt Share:	\$288.00	90				5%
SN	upper limit:			x13 = 3			
	net cost:		70	infinity	88		Supply (segments)
	lower limit:			\$1,938.00	68		0 3 3
	Mrkt Share:			\$1,605.00			1%
Upper limit:		infinity	163	80	128	infinity	
Satisfied Demand:		98	83	61	48	44	
Lower limit:		97	82	61	47	29	

FIG. 6